December 1988 was 204259 and 240573 respectively.

A number of causes, both internal and external, often operating in combination have been responsible for sickness in the small scale sector. Some of the identified major causes of sickness in the small scale sector are paucity of adequate raw materials and working capital, delayed realisation of receivables, particularly from large units, marketing problems, management deficiencies, technological obsclescence, frequent power cuts/strippings, labour problems, etc.

(c) Steps taken to revive sick units include issuance of detailed guidelines by RBI to all scheduled commercial banks in regard to rehabilitation of sick units in the small scale sector with specific reference to definition of sick SSI units, viability norms, incipient sickness as also reliefs and concessions from banks/financial institutions for implementation of rehabilitation packages in the case of potentially viable sick units.

On the advice of the Government of India, Reserve Bank of India has set up State Level Inter-Institutional Committees (SLIICs) in all States under the chairmanship of Secretary, Industries Department for working out a rehabilitation package for revival of viable sick small scale units.

Increase in prices of cement

*94. SHRI MURLIDHAR CHANDRAKANT BHANDARE:

SHRI MAHENDRA PRASAD:

Will the PRIME MINISTER be pleased to state:

(a) the extent of increase in prices of cement registered since December 1989, with details of the retail and wholesale cement prices as on December, 1989, and July, 1991;

(b) what are the reasons for increase in prices of cement;

(c) the extent of increase in cost of production thereof, and how much of the increased cost, if any, has been absorbed by the industry and how much passed on to be consumer; and

(d) what steps Government have taken or are taking to reduce the prices of cement?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI P. J. KURIEN): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) A Statement showing the retail prices of cement per bag of 50 Kgs. as on December, 1989 and July, 1991 at four metropolitan cities is given in the Annexure (*See* below). During this period the increase in retail prices of cement varied from Rs. 17/- to Rs. 46/- per bag. As regards wholesale prices, on an average, the prices were lower than the retail prices by Rs. 3/- to Rs. 6/- per bag.

(b) The main reasons for price rise are as under:—

(i) Regional imbalances in the demand and availability of cement;

(ii) Rising cost of inputs and distribution costs;

(iii) Localised infrastructure and production constraints.

(c) The actual cost of production varies from region to region and from one cement unit to another. At present, there is no control on price and distribution of cement. Under these circumstances, it is not practicable to assess as to how much of increased cost of production has been absorbed by the producers.

(d) It is the constant endeavour of the Government to maximise cement production and ensure its availability to the consumers at reasonable prices. Government is closely monitoring the availability of coal, railway wagons and other infrastructural support to the cement industry and remedial action is taken wherever necessary.

Statement

Retail price of Cement per bag as on 31st December, 1989 and 11th July, 1991 ,at four metropolitan cities

(In rupees)

Name of the City	December, 89	July, 91	Variation
Delhi	71—74	110—115	41
Calcutta	82—86	114—123	37
Bombay	83—86	110—120	34
Madras	69—74	97—102	28

Note : Variation shown is as per indicated maximum prices.

Performance of GTX Kaveri and GEF-404 Engines

*95. SHRI SURESH KALMADI: Will the Minister of DEFENCE be pleased to state:

(a) what will be the performance of the GTX Kaveri engine *vis-a-vis* the GEF-404 engine;

(b) how do they compare in cost and reliability;

(c) what percentage of components of the GTX Kaveri engine would be imported;

(d) whether it would be possible to sustain production of the GTX Kaveri engine in the event of cut-off of foreign supplies of components;

(e) by when the prototype GTX Kaveri engine is likely to be ready. and

(f) by when GTX Kaveri is likely to go into production?

THE MINISTER OF DEFENCE (SHRI SHARAD PAWAR): (a) Performance of GTX Kaveri engine under Indian reference atmosphere will be better than that of GEF-404 engine with respect of maximum thrust with reheat. The specific fuel consumption would be marginally higher in Kaveri engine.

(b) The cost of Kaveri engine (at 1989 price level) in production would be about 60 per cent of the cost of GEF-404 engine. The reliability of Kaveri engine design is expected to be comparable with GEF-404 engine.

(c) During the development phase of Kaveri engine, the import content would be around 40 per cent; in the poductions phase the import content is expected to be less than 15 per cent.

(d) Yes, Sir.

(e) The prototype of Kaveri is likely to be ready in December 1993.

(f) Commencement of production of Kaveri engine is expected by December 1998.

Establishing microwave linkage to Ahmedabad and Rajkot

*96. SHRI VITHALBHAI M. PATEL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that Government of India have taken a decision to establish microwave linkage to Ahmedabad and Rajkot with other Kendras of Gujarat for regional network;